

ORDER

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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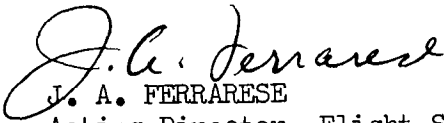
SUBJ: SUPPLEMENTAL TYPE CERTIFICATE (STC) APPROVALS, "ONE AIRCRAFT ONLY"

1. PURPOSE. The purpose of this order is to clarify those conditions under which a "One Aircraft Only" Supplemental Type Certificate (STC) can be issued.
2. DISTRIBUTION. This order is distributed to the branch level and above in the Flight Standards organizations in Washington; to the section level and above in Flight Standards offices in the regions and the Aeronautical Center; to all Engineering and Manufacturing District Offices (including AEDOs); to all Flight Standards District Offices; to all General Aviation District Offices; to all Air Carrier District Offices; International Field Offices.
3. ACTION. Applications for "One Aircraft Only" STC approvals may be processed for a particular aircraft by make, model, and serial number provided:
 - a. The applicant submits data, as appropriate, which are adequate to permit FAA to make a determination of compliance to the appropriate airworthiness standards, and to determine conformity of the parts/installation to these data. The data need not be satisfactory for reproduction of the parts and/or the installation and may consist of marked-up photographs or sketches.
 - b. The applicant is advised that the "One Aircraft Only" STC will not be amended or a new "One Aircraft Only" STC issued for the same modification. All subsequent approvals of the modification must be handled via a "multiple approval" STC, wherein the applicant must submit data adequate for the reproduction of parts and/or installation of the particular modification.
 - c. The applicant is advised that he would not be eligible for the issuance of an FAA-PMA unless he applies for a new STC which constitutes a "multiple approval."

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4. BACKGROUND. Inquiries from field offices indicate that clarification is needed relative to the issuance of "One Aircraft Only" (one-time) STC's. These approvals were only intended to be issued to those applicants who desired to modify a particular aircraft (by make, model, and serial number) and to require a complete reproducible data package would only serve to impose a hardship on the applicant. However, it was never intended that these one-time approvals should be expanded (by amending the STC or by issuance of a new STC) to include other than the one aircraft.



J. A. FERRARESE

Acting Director, Flight Standards Service